

MARKING HIGH FIGURES.

THE TORRID WAVE KEEPS THE MERCURY CLIMBING.

SUFFERING HUMANITY FLIES TO THE SEASHORE AND PARKS FOR RELIEF—PROSTRATIONS REPORTED.

Yesterday was as torrid as the three days that had gone before, and though there were cool breezes from the northwest early in the morning, few people ventured out. Men, women and children have been wailing by these sudden warm spells, and the stay-at-home feeling predominated yesterday, except among those who made up their minds to take a trip down the bay. These numbers thousands. The Iron Steamboat Company had its vessels packed all day and late into the night, as did the other steamboat lines that ply to seaside resorts. It was the flight of the racing citizen for some place where he could breathe.

Up in Central Park there were hundreds of families that revelled in the shade of the trees. Bicyclists were out in great force, and the majority of the men had left their coats and waistcoats at home, and the women, too, were in the lightest of costumes.

In the Menagerie there was a gasping for life. The polar bears had "thrown up the sponge," took no interest in worldly affairs and only wished for an iceberg to come along. The grizzly bears seemed to think it was a fairly decent day, and the prairie dogs and acorns thought the day, to put it vulgarly, "four of sight."

Some cynics that were born on the upper lake on Saturday last found a new home in the round pond in the menagerie, and the five ugly ducklings of Hans Anderson's fairy tale were a source of much merriment to thousands who did, despite the heat, flock to the Park. These cynics had an awful ambition to search the lower depths of the pond, which is at present their home. Now and then, one in his anxiety would make such an effort that the consequence was a complete somersault, and the downy bird came up wondering where he was. Humanity moved about sadly, and no wonder. Here is the record of yesterday's heat:

5 a.m.	66.0	3.30 p.m.	85.0
6 a.m.	67.0	4 p.m.	86.0
7 a.m.	68.0	5 p.m.	87.0
8 a.m.	69.0	6 p.m.	88.0
9 a.m.	70.0	7 p.m.	89.0
10 a.m.	71.0	8 p.m.	90.0
11 a.m.	72.0	9 p.m.	91.0
12 m.	73.0	10 p.m.	92.0
1 p.m.	74.0	11 p.m.	93.0
2 p.m.	75.0	12 m.	94.0

From the latest reports from the Weather Bureau the weather will be slightly cooler to-day.

James Walsh, a laborer, living at No. 535 Madison-st., was prostrated by the heat at Pier No. 24, East River, at 11 o'clock. He was taken to the Hudson Street Hospital.

Thomas Flood, a grocer, of No. 167 Greenwich-st., was overcome at noon and fell unconscious on the sidewalk. An ambulance took him to the Hudson Street Hospital.

Nathan Schuman, of No. 174 Livingston-st., was prostrated at One-hundred-and-twenty-fifth-st. and Third-ave. at noon. He was taken to the East River Hospital, where he recovered sufficiently to make his way home.

Alexander Sullivan, of No. 120 Leonard-st., was prostrated at the foot of the ferry-house, and was attended by an ambulance surgeon and went home.

Morris Casler, eighty years old, of No. 1164 Washington-st., was taken to the New York Hospital suffering from prostration. He failed to regain consciousness for some time after treatment, but has since recovered sufficiently to make his way home.

THE DAY A RECORD-BREAKER.

NO SUCH HEAT EXPERIENCED IN JUNE IN MANY YEARS—IT COVERS A WIDE AREA—NO RELIEF IN SIGHT.

Washington, June 2.—The hot wave which has hovered over the eastern and middle sections of the United States during the last few days has been a record-breaker, and the officials of the Weather Bureau are unable at the present time to predict any relief. There is an area of high pressure centered over the North Atlantic, and the pressure is known as the "permanent high," and has been contributed to very largely by southerly winds.

During the last twenty-four hours in eastern Pennsylvania and Maryland the temperature has not been quite so high, a falling off from 2 to 4 degrees in different sections of those States having been noted.

The following are some of the official maximum temperatures reached:

Ninety-four degrees at New York, 96 at Harrisburg, 96 at Philadelphia, 94 at Pittsburgh, 94 at Baltimore and 94 at Washington.
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At Philadelphia the record has been broken by 2 degrees. At Washington the thermometer has been 2 degrees below 96 degrees at this time of the year, as in June, 1874, when the temperature rose to 92 degrees, 6 degrees warmer than it was to-day. In New York City it was 3 degrees hotter to-day than on any June 2 in the last decade.

The Southern cities east of the Mississippi River have been feeling the effects of the hot wave to a great degree. The following are the cities in which the highest temperature for this date were reached to-day:

Yicksburg, 98	2 above Savannah	98	1 above
Memphis, 98	1 above Charlotte	98	1 above
Mobile, 98	1 above New Orleans	98	1 above
Atlanta, 98	1 above Louisville	98	1 above
St. Louis, 98	1 above Indianapolis	98	1 above
Chicago, 98	1 above	98	1 above

Notwithstanding the fact that the record shows that the thermometer has been six degrees higher in Washington than it marked to-day, it is doubtful if the people and animals ever suffered more. The attendance upon churches was seriously affected, and every means of conveyance down the river and into the surrounding country was crowded. The temperature was the lowest for months. One of the visitors down the river was seized with a hemorrhage, induced, it is thought, by the extreme heat. He died before reaching the city. He was Chris Kraft, a claimmaker, forty years old, James May, a stonecutter, and John Smith, a cooper, were taken to St. George's, Georgetown, and died almost instantly.

Chattanooga, Va., June 2.—The thermometer registered 106 degrees today, the hottest this year.

Kansas City, Mo., June 2.—The weather here to-day was intensely hot, although a strong wind blew from the southeast. The official thermometer registered 106, but street thermometers ran up to 110 and 112. No prostrations were reported.

The village of Riley, Kan., on the Rock Island road, twenty miles west of Manhattan, was visited by a storm of cyclonic character this afternoon. Two houses were blown down, but no lives were lost.

Detroit, June 2.—Detroit today experienced the hottest weather of the present heat term. Starting at 80 at 8 o'clock this morning, the mercury rose steadily until it reached 95 at 2 o'clock this afternoon. The weather office at 10 o'clock reported that the mercury had risen to 98 degrees, 15 degrees higher than the normal temperature of June 2, averaged for the last twenty years.

People overcome by heat in the streets today were revived in near-by drugstores, and only one case so far treated was serious enough to send to the hospital.

Cleveland, June 2.—The official thermometer at the weather office marked 92 degrees to-day, but street instruments were as high as 100. It was the hottest day for several years. Not a breath of air fell day for several days, and the heat was simply sickening. No fatalities are reported, although prostrations of a more or less serious character were numerous.

Cincinnati, June 2.—Although the heat was terrible to-day, not a case of sunstroke had been reported up to 8 o'clock to-night.

Savannah, Ga., June 2.—A heavy rainstorm fell passed over this city late this afternoon was accompanied by a small cyclone covering a strip of about six blocks along Keyser-ave.

Two houses were badly damaged, one being carried away by the wind, and another, one being carried by the high wind fully 100 yards. While the storm

FREIGHT TRAINS WRECKED.

FAULTY SIGNALS CAUSE A BAD SMASH ON THE N. Y. N. H. AND H.

A REAR-END COLLISION NEAR RYE INJURES TWO MEN AND FIRES FREIGHT CARS ALL OVER THE TRACKS—A HOT JOURNAL AND A BROKEN COUPLING PIN FACTORS IN THE ACCIDENT.

A disastrous wreck occurred on the New-York, New-Haven and Hartford Railroad early yesterday morning between Harrison and Rye, in which two men were severely injured, forty loaded freight cars were smashed, and the road blocked for ten hours. The wreck happened at 5:20 o'clock, and was caused by a rear-end collision between two eastbound Sunday extra freight trains, known as the Bridgeport freight, No. 274, and extra No. 4, No. 4, which was the first train, had passed the Harrison block station and then stopped for the purpose of cooling a journal which had become heated. The journal soon cooled, and the rear brakeman, who had gone back to the car, was called in. Just as he reached the caboose and was about to jump on the train started. The engine had hardly started when a coupling pin in the middle of the train parted, and the rear section remained standing, while the forward section ran a short distance ahead before the mishap was discovered and the engine stopped. The brakeman at once ran back to flag the Bridgeport freight, which was closely following, but before he had gone far the train came along at full speed, nearly forty miles an hour. He signalled the engineer to stop, but it was too late, and as the engineer whistled for brakes he and his fireman jumped in safety. The engine, which is one of the most powerful on the road, was hauling forty loaded freight cars, and the great momentum which they had drove it completely through the caboose of the first train and partly through the car in front. The locomotive of the last train, the caboose of the forward train and twenty cars were completely wrecked, and the remaining cars were badly smashed. The wreckage was piled up for more than 100 yards. The wreckage blocked both east and west bound tracks and stopped all traffic.

In the caboose of the first train were Edward Wilcox, conductor, and Frederick Glover, a brakeman. They did not belong to the crew, but were returning to their homes in New-Haven. They were asleep when the accident occurred, as the caboose was a mystery, as the caboose was smashed into bits. Glover's collar-bone was broken and he was badly injured about the body. He was taken to the Port Chester Hospital, where he was attended by a doctor and a nurse.

Wrecking trains were at once sent to the scene and the work of clearing the tracks began. By 10 o'clock the tracks were clear, and the Sunday morning great delay in traffic followed. The trains known as the "Boston oval," which are due here at 6:28, 6:30 and 7 a. m., respectively, were stopped at the station. The passengers transferred to a train which arrived in the city at 9 o'clock. The passengers on the 6 and 7 a. m. local eastbound trains were also transferred at the wreck, and the eastbound 3 p. m. train, the inside tracks were cleared last night.

The hot journal and broken coupling, of course, were the first causes of the accident, but the investigation into the matter is being conducted by the railroad authorities. The engineer of the Bridgeport freight said that he had received the signal at Harrison to go ahead, as the track was clear as far as the end of the block, which was the signal. Consequently, he put block, which he had received from the signalman, who allowed the second freight to enter the block before the first had left it. An investigation into the matter is being conducted by the railroad authorities. The engineer of the Bridgeport freight said that he had received the signal at Harrison to go ahead, as the track was clear as far as the end of the block, which was the signal. Consequently, he put block, which he had received from the signalman, who allowed the second freight to enter the block before the first had left it. An investigation into the matter is being conducted by the railroad authorities.

The New-York offices of the road it was said all the tracks would be cleared, and traffic to-day would not be delayed.

A REQUEST OF HALF A MILLION.

E. A. W. HUNTER'S MUNICIPAL GIFT TO THE UNIVERSITY OF PENNSYLVANIA.

Philadelphia, June 2.—One of the most munificent bequests made in recent years in Philadelphia became known yesterday, when the will of the late Edward A. W. Hunter, who died on Tuesday at his country home at Berwyn, was admitted to probate.

At the death of Mr. Hunter's wife and daughter, the entire principal of his estate, amounting to about \$1,000,000, was bequeathed to the University of Pennsylvania, to be used for the maintenance of a ward in connection with the hospital of the University of Pennsylvania for free treatment of the poor.

Mr. Hunter, who was seventy-nine years old at the time of his death, was well known as a philanthropist and a successful merchant. He was a senior partner in the firm of Hunter & Drexler.

DEATH MAY SHIELD A MURDERER.

STRANGE OUTCOME OF THE KILLING OF MISS HARRINGTON IN SAN FRANCISCO.

San Francisco, June 2 (Special).—The mystery of the murders in Emanuel Church recently to be rivalled by the murder of Miss Harrington, who was killed by a bullet fired from a revolver, was solved yesterday when the body of the woman was found in a rooming-house.

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NEW FOR THEIR PUNISHMENT.

WORK BEFORE THE VOORHEES COMMITTEE.

SECRETARY KELSEY MAY BE IMPEACHED, IF HE DOES NOT RESIGN OR IS NOT PROSECUTED—CRITICISM OF THE GRAND JURY AT TRENTON.

[BY TELEGRAPH TO THE TRIBUNE.] Trenton, June 2.—The Voorhees Investigating Committee, with Mr. Corbin, its counsel, will meet at the State House in conference at 10 o'clock to-morrow morning. The committee's report, which is about completed, and which will be submitted to the Legislature on Tuesday, will be gone over carefully, signed and sent to the printer, ordered that a copy may be placed upon the moment the committee meets in the June session. The report will fill several columns of the ordinary newspaper, and will be a masterpiece of brevity and force. Every subject taken up by the investigators during their fifteen sessions will be dealt with and the corrupt practices of the Democratic party will be mentioned upon without regard to the feelings of the members of the committee. The report will be a masterpiece of brevity and force. Every subject taken up by the investigators during their fifteen sessions will be dealt with and the corrupt practices of the Democratic party will be mentioned upon without regard to the feelings of the members of the committee.

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GRESHAM AND CLEVELAND.

SOME PECULIAR FEATURES OF THEIR ASSOCIATION TOGETHER.

THEY HAD NO PERSONAL ACQUAINTANCE WHEN THE FORMER WAS CALLED TO THE CABINET—THE LACK OF EXPRESSED SYMPATHY BEFORE DEATH AND THE OSTENTATIOUS TRIP TO CHICAGO CAUSE TALK.

[BY TELEGRAPH TO THE TRIBUNE.] Washington, June 2.—Some peculiar features of the dramatic episode which culminated in Mr. Gresham's death have attracted the attention of thoughtful and well-informed people. Little was said at first; perhaps as little was considered or imagined. But, with the termination of the incident, the return of the funeral party and the resumption of the routine of official life in Washington, the past few hours have been set free. It is the cruel, almost brutal, logic of humanity. A prominent man dies, there is a brief period of lament, an outburst of grief, and the people are left in a state of normal, unexcited tranquillity.

But there were in the Gresham tragedy many and vivid attributes of interest. His was a peculiar case. Nobody knows why Mr. Cleveland tendered him the portfolio of State. We have had all manner of speculation in the premises, but none of the guesses thus far offered seem to challenge a respectful or a serious audience. The men had had no previous acquaintance, nor was there any room for the hypothesis of sympathy. Gresham was a man of intense patriotism. When the War of the Rebellion broke out he rushed to the front in a very real sense of duty, while Mr. Cleveland remained in the rear. Gresham was a man of intense patriotism. When the War of the Rebellion broke out he rushed to the front in a very real sense of duty, while Mr. Cleveland remained in the rear.

It is almost impossible to imagine that these two men, of such antipathetic temperaments and such different histories, could have had many feelings in common or any of the ties that bind men together in the bonds of love and sympathy. But here we have the unexpected, the astounding spectacle of Mr. Cleveland surrendering his jealousy and his pride to the man who had been his enemy.

When Hendricks died, early in the first Cleveland Administration, his chief did not attend his funeral. He contented himself with a phrase or two from the "complete letter-writer," and let the procession take care of itself. It is true that Mr. Cleveland went out to Ohio, some years later, to take part in the obsequies of Mr. Hayes, but he was a private citizen then, anxious to keep himself before the people in almost any capacity, and fully aware of the value of any sentimental effort upon the American people. Mr. Cleveland has always been a "pioneer." He has always studied the science of producing a sensation. He seems the simple, quiet, kindly deeds that speak the tender heart. Perhaps he was no intuition of them. General Harrison was conspicuous in that respect. Mr. Gresham, Harrison had been a soldier. He had shared hardship and peril with his fellow-men, and he knew the thrills of a life of adventure. When Secretary of War, he was tragically afflicted in the loss of his wife and daughter. Harrison went to his home in Ohio, and he lived there for the rest of his life. He was a man who was not his heart upon his sleeve, because it was too big for any one to see. He was a man who was not his heart upon his sleeve, because it was too big for any one to see.

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